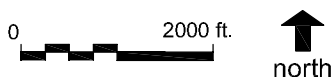


Source: Ricondo & Associates, Inc.; Martinez Corp. Aerial Photography (Nov. 2001);
 Department of Aviation Airport Management and Records
 Prepared by: Ricondo & Associates, Inc.

Exhibit II-60



Other Ground Access Facilities

- *The CTA:* The CTA provides rapid transit service between downtown Chicago and the Airport on the O'Hare Rapid Transit Blue Line. This service terminates at the O'Hare CTA Station (Building 474), which is located in the Terminal Core Area underneath the EPS. Passenger counts were taken at the O'Hare CTA Station on Friday, April 19, 2002 from 5:00 a.m. to 11:00 p.m. and are summarized by hour in the *2002 Surface Transportation Survey*.
- *Pace Suburban Bus Service:* Pace operates bus service to the Terminal Core Area at the Bus/Shuttle Center, on two routes, Routes 220 and 330, which serve areas to the north and south of the Airport. Airport employees are also served by Route 332, which serves areas east and south of the Airport. Route 332 includes several on-Airport stops in the Southwest Cargo Area.
- *Metra Commuter Rail Service:* Metra provides commuter rail service between downtown Chicago and Antioch with a stop at the Airport's O'Hare Transfer Station along the North Central Line. The O'Hare Transfer Station (Building 581) is located east of the intersection of Mannheim Road and Zemke Road, adjacent to Lot F. Shuttle bus service transports passengers and employees between the O'Hare Transfer Station and the ATS Station at Lot E, for transfer to the terminals. Boarding and alighting passenger counts were taken at the O'Hare Transfer Station on Wednesday, April 17, 2002, and are presented in the *2002 Surface Transportation Survey*.

2.8 On-Airport Passenger Movements

The ATS, which began operation in May 1993, is a 2.7-mile rubber-tired transit system that operates on an exclusive guideway between the terminals and long-term public parking (Lot E). ATS stops are provided at each of the three terminals in the Terminal Core Area, at Terminal 5, and at Lot E. The ATS alignment and the maintenance facility are depicted in Exhibit II-60.

The system's dual-track guideway, multiple crossover points, and bi-directional ability ensure a high degree of operational flexibility. Seventy-two percent of the mainline guideway is elevated.

The guideway supporting the ATS's Maintenance and Storage Facility, located northeast of Terminal 5, includes two storage tracks capable of holding six vehicles each, two shop leads, and a test track. The facility includes 0.9 miles of single-track guideway, which is completely at-grade. The Maintenance and Storage Facility includes a high bay area capable of holding four vehicles and houses the Central Control facility and technical rooms.

ATS stations are configured as central platform stations, each equipped with platform doors that open automatically when a train up to three cars in length arrives at the station. The 15-vehicle ATS fleet typically consists of five two-car trains in operation, one two-car train on standby, and three vehicles in maintenance. Vehicle capacity is 65 passengers. Trains average 22 mph and typical dwell times at the stations are 21 seconds, during 15 of which the doors are fully open.

2.9 Other Facilities

Although not discussed in detail in the Master Plan, parallel studies and analyses were undertaken during the master planning process on the topics of ATCT facilities, service roads, and drainage and utility infrastructure. Inventories of these facilities are contained in the following reports, respectively:

- *The O'Hare Modernization Program North Airport Traffic Control Tower Site Selection Study Final Report*, September 12, 2003.
- *The O'Hare Modernization Program Airfield Service Road Traffic Study*, Draft Report, November 2003.
- *The O'Hare Modernization Program Final Draft* [Drainage and Utility Infrastructure Study], December 15, 2002.

2.10 Airport Environs and Land Use

The State of Illinois regulates height of structures in the Airport environs through the Chicago-O'Hare International Airport Zoning Regulations. These regulations are codified in Title 92 of the Illinois Administrative Code, Chapter 1, Subchapter b, Part 28.

In addition to state zoning regulations, the Airport controls certain land uses within RPZ areas that extend beyond the Airport property line through aviation easements. The Airport controls 514 acres of aviation easement.

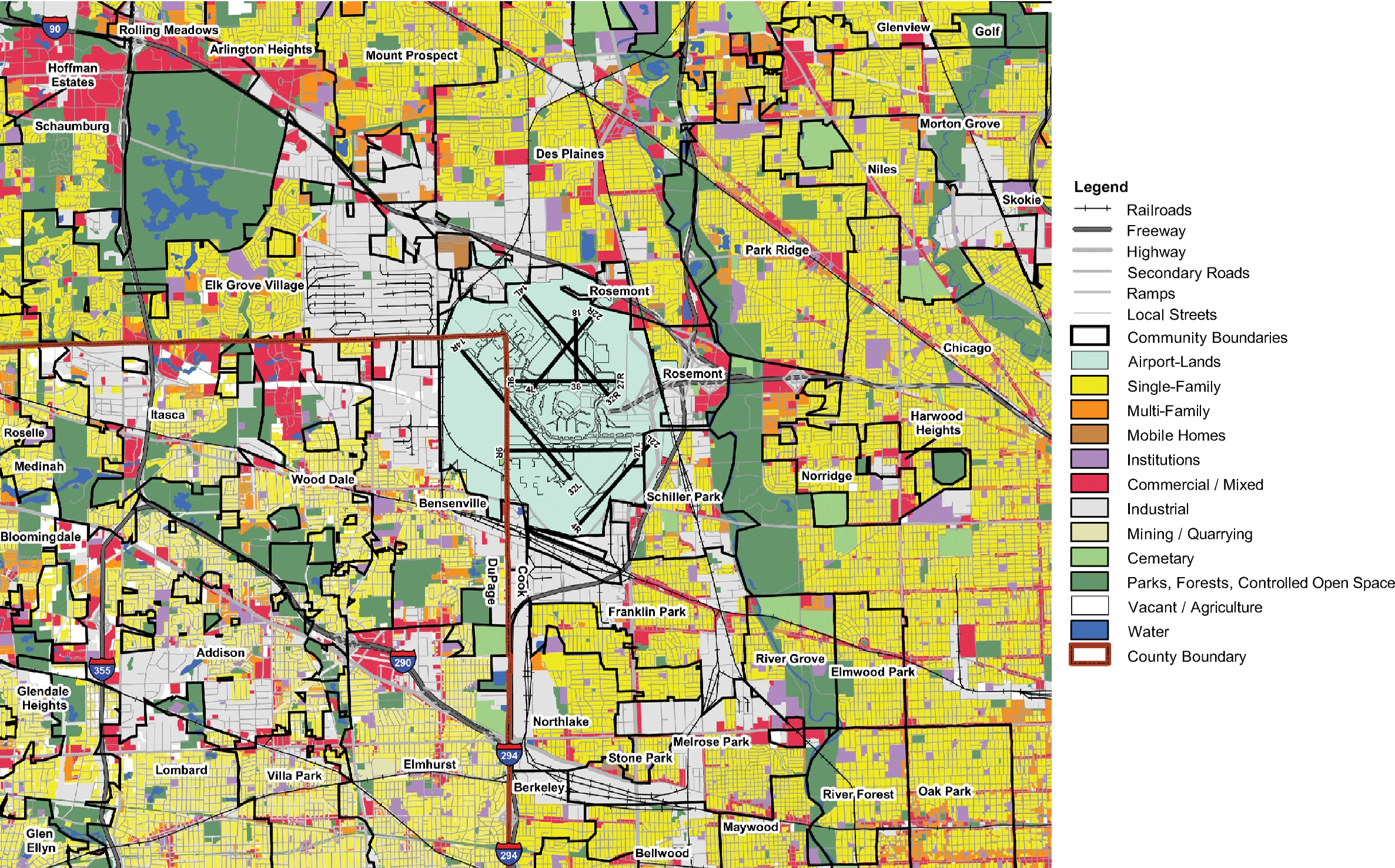
The following sections describe existing controls that regulate land use in the vicinity of the Airport.

A generalized land use map is illustrated in **Exhibit II-61**. Following years of urban and suburban development since the Airport's establishment in the 1940s, residential land uses have developed in all directions around the Airport. The densities of the residential development vary depending on the characteristics of the individual communities themselves.

Two cemeteries, St. Johannes Cemetery and Resthaven Cemetery, are located in the vicinity of the Airport. St. Johannes Cemetery occupies 1.12 acres and contains approximately 1,200 gravesites, of which, approximately 85 percent are occupied. Resthaven Cemetery occupies 4.5 acres and contains approximately 200 gravesites, of which, approximately 95 percent are occupied. Both cemeteries are located in the southwest portion of the airfield.

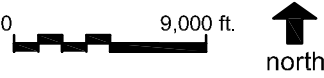
A considerable amount of industrial land is present to the northwest of the Airport in Des Plaines, Mount Prospect, and Elk Grove Village; to the west in Wood Dale and Bensenville; and to the south in Bensenville, Franklin Park, and Schiller Park. Smaller quantities of industrial development are scattered throughout the entire Airport area.

- *The Bensenville Industrial Corridor*: Adjacent to O'Hare's southwest corner, Bensenville's industrial corridor, bound by York Road and the Airport to the east, Irving Park Road to the south, Devon Avenue to the north, and Illinois Route 83 to the west, occupies approximately 515 acres of land, or 25 percent of the total developed area in Bensenville. This corridor contains office, research and development, warehousing distribution, light industrial, and heavy industrial land uses. Services such as laboratories, sales offices, machine shops, assembly and fabrication plants, cement plants, foundries, and raw material processing and disposal centers are within this industrial district. In addition, Bensenville's commercial districts comprise 123 acres and include the Irving Park Road commercial strip, the Central Business District, and the Brentwood Commons Shopping Center at York Road and Grand Avenue.



Source: Municipal Boundaries; 2000 U.S. Census. Streets; StreetMapUSA 2002, ESRI. DuPage County, March 2002; Cook County: Northeastern Illinois Planning Commission Land Use File, 1993. Park Ridge, Land Use Map, Adopted July 1996.
Prepared by: Landrum & Brown

Exhibit II-61



Generalized Existing Land Use

- *Elk Grove Village* contains the largest planned industrial/commercial warehousing, manufacturing, and distribution complex in the Chicago region. This district includes over 3,500 acres of land adjacent to the Airport.
- *The industrial sector of Des Plaines* lies in the City's southwest quadrant. The industrial district, a 2,336-acre area of industrial, manufacturing, warehousing, and distribution facilities, shares a border with the industrial district of Elk Grove Village, the Northwest Tollway, and Airport property. Bound by Higgins Road and Touhy Avenue on the south side, Wolf Road on the east side, Algonquin Road on the north side, and Elmhurst Road on the west side, this industrial sector is the home to over 70 companies.

Surrounding communities such as Rosemont have developed convention and business support facilities that focus on serving the traveling and business communities using O'Hare. Located just east of Mannheim Road and the Airport, Rosemont's business district consists of hotels, restaurants, business services, private corporations, and a convention center, all of which derive direct economic benefit from their location near the Airport. Rosemont has attracted conventions, symposiums, and conferences by rejuvenating the Rosemont Convention Center. Finally, the Allstate Arena (formerly Rosemont Horizon) is the focus of many cultural events, from sports activities to concerts.